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Queensland's Scenic Coastal Railway

Connecting BRISBANE and

: CAIRNS (1,043 miles) :

INTERESTING STOP-OVER PLACES ON THE WAY.



Cascade, Upper Fall, Surprise Creek, Cairns Railway, N.Q.

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BRISBANE

Queensland's Scenic Coastal Railway

SUGGESTED PAUSES AT INTERESTING PLACES

The completion of the Queensland North Coast Railway now enables an uninterrupted land journey from Brisbane to Cairns over a very picturesque and highly diversified route offering every temptation to linger by the way.

For the benefit of those travellers with whom the speediest possible arrival at the far Northern Wonderland is not a first consideration, the Commissioner for Railways has sanctioned an arrangement by which the journey may be broken at places of special interest, particulars concerning which are contained in this folder.

A careful study of the time-tables herein included will enable travellers to decide on a programme of pauses both for the outgoing and the return journey. Larger publications, also available at the Queensland Tourist Bureau, describe in detail the unrivalled richness and beauty of the Northern districts, and these should be attached as companions of the tour.

Pauses as suggested will not only increase knowledge and delight, but will obviate all possibility of fatigue by supplying changes of locomotion and repose at some of Queensland's famously well-kept provincial hotels. They will give also to Southerners wealth of joy in this State's equable climate and sunshine, and added pride in the richness and variety of the natural resources of the great Australian Commonwealth.

PLACES BY THE WAY.

Passing out of Brisbane the North Coast Railway goes by pleasant suburbs, often gay with flowering trees of tropical species, shortly passing by farm lands and orchards, and later closely showing the eccentrically shaped Glasshouse Mountains, so named by Captain James Cook when he espied them from the sea while on his further voyage of discovery on the eastern side of our great and grandly destined island continent.

Palmwoods, an appropriately named town of rural aspect provides the gateway to the richly scenic and intensely fertile Blackall Range area. Passengers who decide to make their first pause at this point, and who wisely have consulted the officers of the State Intelligence and Tourist Bureau in Brisbane in regard to facilities for transport to scenes not immediately beside the railway, will travel to the highlands at Buderim by a tramway line which connects with the early morning train from Brisbane at Palmwoods, and passes through a charming series of scenes, or they may go by

motor-car. Should the still higher range-top area at Montville be made the choice of passing guests, the hilly way will be traversed in the mail motor-car or in cars specially hired for the occasion.

This Blackall Range area under citrus orchard cultivation and loftily overlooking the sea offers scenery and atmosphere of entirely different character to those with which Southerners have familiar usage. So experienced a traveller as the late Hon. James Bryce, author and for many years British Ambassador at Washington, described the Blackall Range area as one of the most beautiful, fertile, and salubrious that he had ever known.

At Montville there are good boarding-houses connected by telephone with Brisbane, and there is good accommodation at Buderim also.

Nambour, only five miles further on than Palmwoods, also is in the red-soiled, palm-scrub area. It offers the first opportunity to visitors to make a study of the cultivation of sugar-cane and sugar-milling. One of its show-places is the Rural School, in which pupils learn every kind of rural craft, also various trades.

From Nambour a tramway passes up the steeps to Mapleton, another picturesque citrus orchard township of the beautiful Blackall Range. Another tramway goes eastward from Nambour to bluest of blue sea-waters at Maroochydore, part of the trip being made by motor-boat passage on the beautiful Maroochy River, the banks of which are lined with picturesque homesteads loftily perched and beautifully embowered.

Cooroy, sixteen miles beyond Nambour, is the point at which surfing and fishing enthusiasts alight to go to placid Tewantin—a marine village beside a broad embouchure, and a place famous for big fishing catches. Beyond Tewantin and approachable by motor launch is Noosa, where surfing may be enjoyed at any season of the year.

Gympie is an old mining town situated in a different series of ranges. Deserted shafts and many mullock heaps mutely tell the tale of many busy years in which gold and other metals made wealth or competence for not a few and industry for a small legion. Now, its mining history ended, Gympie is steadily and consistently prosperous as the centre of a dairying district. It has a healthful climate and pretty landscape features.

Maryborough, a pretty town growing to city-like proportions, is situated on the River Mary at about twenty miles from the river's mouth. Several lines of railway branch inland from the town, and within it are large manufacturing industries, chief of which is Walkers Limited, which builds ships, railway engines, &c. Walkers Limited, with its grand exhibition of furnaces, its flow of fiery molten metal,

its clang of giant hammers, and its record of unbroken success, may be interestingly visited. Visits to timber mills in which all the State's beautiful cabinet timbers, as well as hardwoods, are milled to artistic finish, also may be included. Within the town beside the river are fine botanic gardens which enclose a stately and unique memorial to fallen soldiers. Drives round about lead to beautiful farms, famous orangeries which supply the most favoured fruit in the Melbourne markets, and other orchards.

Bundaberg is a very important and ambitiously planned town. Beside it, broad and picturesquely bridged, flows the Burnett River, showing islets in mid-stream. Bundaberg has very wide streets bearing avenues of trees. Out from it flatly stretch miles after miles of sugar-cane fields. A splendid view is obtained from "The Hummock," a hill which is a landmark for mariners. Electric lighting and an excellent water supply are some of the town's many facilities. The Fairymead Sugar Mill is reached by a picturesque drive.

Gladstone, a pretty, hilly town on one of the finest and most beautiful harbours in Australia, is a place associated with scraps of ancient history. Relics and research suggest that the site was visited by the Spanish explorer De Quiros, several centuries back, and that on an elevated site now reserved as a public park, his ship's chaplain celebrated mass—the first Christian service held on the continent. The effort to establish a separate colony there was an incident of the year 1846, and the name Gladstone was in compliment to the statesmen, then a junior member of the British Cabinet, who afterwards became Prime Minister. A well-made driving-road round the waterfront, a ferro-concrete jetty and arc-shaped railway connection with the wharves, are features as picturesque as utilitarian. From these wharves are sent large shipments of meat, and cargoes of live stock, inclusive of many military remounts for India. The back-country of Gladstone is varied, containing as it does farm-lands, grazing, and mining areas.

The harbour at Gladstone is a delightful place for yachting. It contains beautiful narrows and charming islands, some of which are under orchard and kitchen-garden cultivation. The largest is a cattle station.

Rockhampton is one of those busy cities to which Queensland's wise scheme of decentralization has given consistent opportunity for progress. The Fitzroy River, which divides North from South Rockhampton, is a wide, lengthy important stream, here bridged dually for railway and ordinary traffic purposes. It has fine, restful hotels, famous for refinement and comfort, a good tramway system,

beautiful botanic gardens, and in the Athelstane Range area, a high-class garden suburb of which any city might well be proud. Among many special features of the botanic gardens, the gorgeously beautiful caladia and richly colour-blended crotons call for much admiration.

The Rockhampton Golf Club offers hospitable invitation to devotees of the game, which is played there all the year round.

The June Carnival, an annual fixture, brings to Rockhampton crowds of sportive pleasure-seekers from the large station areas of the great Western plains, and perhaps nowhere in Australia is the spirit of carnival better understood.

Almost due west from Rockhampton runs the Central Railway hundreds of miles inland over the great sheep-station areas. Other railways branch out from this line, and from Rockhampton itself shorter lines go to Emu Park and Yeppoon—beautiful seaside places—to Dawson Valley, where another of the State's big irrigation schemes is in progress, also to Mount Morgan—one of the richest and most famous goldmines in the world.

A pause of several days at Rockhampton should include a visit to Mount Morgan, with its great dam on the Dee River, its many miners and many miners' homes, its elaborate machinery and interesting methods of mining by means of which multi-millions' worth of gold and copper have been produced since the story of the accidental discovery of the golden mountain was flashed round the world.

Cotton cultivation and the processes of a cotton ginnery are local features also worthy of inspection.

Mackay—reached by a pleasant route from Rockhampton past rivers, coast, and coalmines—is a large, picturesque sugar town in a great and important sugar district. It stands at the broad mouth of the Pioneer River, and is the first place on the North Coast Railway to bring coconut-palm groves into the travelogue picture. Good hotel accommodation is available to wise travellers who leave nothing to chance. Many motor-cars, also a branch railway to Netherdale, take visitors to points of interest, such as sugar plantations, sugar-mills and highlands. Though the area is tropical, Mackay, like most of the North Queensland coastal districts, has not too distant highlands which have the climatic properties suitable for sanatoria. Harbour trips to Flat-top Island and lighthouse, where the big coastal steamers call, are included in Mackay diversions.

Bowen—facing the azure-tinted waters of its oval-shaped bay, Port Denison—is on a site discovered during the term of Queensland's first Governor, Sir George Bowen. It has a series of green hills, is constantly swept by breezes always cool but never

cold, and is free from mugginess at any season of the year. The waters of Port Denison are so deep that the largest ships can berth at the wharves. The last of the islands of the beautiful island avenue which line Whitsunday Passage is associated with Bowen Harbour, and it is from Bowen that most small steamer or motor launch excursions to the Passage are made. Beaches backed by coconut groves, ambitiously planned public gardens, pleasant walks and drives provide close-at-hand recreation. There is much variety in the crops grown at the nearer farms, and the tomato is par excellence a Bowen product. The locality is rich in coal as well as fertility, and Bowen should yet come into its own as a big manufacturing centre.

Ayr is a prosperous town on the Burdekin River, and is at the beginning of the pink and blue lily lagoons which stretch from there northward to and for some distance beyond the environs of Townsville. The district round about was the first Queensland sugar-growing area which associated irrigation with that class of cultivation.

I think I once mentioned something of these beautiful features
Townsville—a harbour city of really city-like dimensions, long since took the word "Progress" for its motto. It has brilliant electric lighting, big business houses, and as far back as thirty-seven years ago was famous for excellence in hotel service. It has two daily newspapers, regular motor omnibus and motor ferry services, a long, shady strand, and all facilities for sport, inclusive of the increasingly popular game of golf. Its social clubs have distinction, and residents are famously hospitable. Its industries are many, its people prosperous. It is both an important shipping and railway centre, and inland from it the Great Northern Railway passes over grazing and mining areas almost to the Western boundary of the State. It has a series of pleasant public parks and picnic resorts. One of the most beautiful of the latter is Magnetic Island—named Magnetical Island by Captain Cook, because of his notion that something in its geology had affected his compass. Magnetic Island is in Cleveland Bay on the shore of which Townsville's very expensive wharfage scheme was constructed. Magnetic Island quaintly combines density of timber and granite conglomerations, some of which are suggestive of architectural formation. Tropical and sub-tropical fruits grow to perfection on this island and may be purchased and enjoyed fresh from the trees. As a camping-place at which to indulge in surfing and rambles among the tropical growth of mountain gorges it is ideal.

At Mandalay—the foreshore of Nellie Bay—there are refreshment and recreation of various kinds associated with structures and colouring usually

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QUEENSLAND'S SCENIC COASTAL
RAILWAY : INTERESTING STOP-OVER

peculiar to scenery in Holland. Many other harbour trips and land drives also offer interest and beauty.

A change to another train occurs at Townsville, and the greater part of the journey to Cairns is associated with daylight. All the way the scenery is interesting and it becomes almost indescribably beautiful after the high coastal mountains' area has been reached.

Ingham, the first sugar-town beyond Townsville, is not closely associated with the mountains. It has beautiful shade trees and adjacent sugar-mills, and connects by tramway with Lucinda Point, the nearest port.

Cardwell is a pretty little town with important railway dining rooms. In the locality are orchards and cane-farms.

Innisfail, on the Johnstone River, is situated amidst scenes of intensest charm. Rivers, hills, dales, canefields, waterfalls, mountains, and gorges surround it in richest profusion. Its soil is richly red and volcanic in origin, and all around is luxuriance of foliage and variety of tropical colouring. The Johnstone River here is bridged just before the junction of its branches. Beside its banks are moored a variety of small craft dedicated to purposes of pleasure, and down its stream pass barges containing the district's staple—that succulent cane whose vivid green paints all the nearer lands.

New and rapid occupation of land for purposes of cultivation has proceeded so fast that in some respects the district has outgrown the town's facilities. More or larger hotels are needed, and travellers desiring to spend a day or two at Innisfail should make certain that accommodation has been reserved.

Close at hand everywhere is great beauty and much interest. In the mountains are lovely waterfalls and impressive gorges. Mena Creek Falls and Fisher's Falls are reached speedily. The timbers and tangled luxuriance of the scrub of which so much is seen from the train in this magnificently streambed and rain-refreshed area may be studied intimately in drives out from Innisfail.

Near **Innisfail** and approachable either by tramway or motor-car is Mourilyan Harbour, one of the loveliest in the world. Mourilyan Harbour is in close contiguity to Hinchinbrook Channel, which in beauty has more than favourably been compared to the Fjords of Norway and the Sounds of New Zealand.

Onward beneath Australia's taller mountains over many pretty streams the way leads to **Cairns**.

For particulars concerning what to see in the grandly spectacular and greatly varied Cairns and Tablelands' districts travellers are referred to the larger publication issued by the Queensland Tourist Bureau.

Through Timetable—Three Times Weekly

BRISBANE TO CAIRNS (1,043 Miles)

Brisbane dep	P.M. 1-45	Mon., Wed., and Fri. ..
Gympie (Dinner) arr	6-31	
Rockhampton (Breakfast) arr	A.M. 6-20	Tues., Thur., and Saturday ..
Ditto dep	7-35	
St. Lawrence (Lunch) arr	NOON 12-0	..
Mackay (Dinner) arr	P.M. 4-30	
Bowen arr	10-55	..
Townsville arr	A.M. 5-30	
Ditto dep	7-35	Wed., Fri., and Sun. Mon., Wed., and Fri. ..
Ingham arr	10-50	
Cardwell (Lunch) arr	P.M. 12-10	..
Innisfail arr	3-10	
Cairns arr	6-45	

CAIRNS TO BRISBANE

Cairns dep	A.M. 7-35	Mon., Wed., and Fri. ..
Innisfail arr	10-50	
Cardwell (Lunch) arr	P.M. 1-50	..
Ingham arr	3-40	
Townsville arr	6-30	..
Ditto dep	P.M. 9-0	
Bowen arr	A.M. 3-5	Tues., Thur., and Saturday. ..
Mackay (Breakfast) arr	8-30	
St. Lawrence (Lunch) arr	P.M. 1-35	..
Rockhampton (Dinner) arr	6-20	
Ditto dep	7-15	..
Bundaberg arr	A.M. 2-10	
Gympie (Breakfast) arr	7-10	Wed., Fri., and Sun. ..
Brisbane arr	P.M. 12-10	

The Through Mail Train is restricted to passengers holding sleeping car or booked seat tickets to and from Sarina, Mackay, and Stations north thereof. Journey must be completed in ten days.

FARES

Stations.	1st Single.	2nd Single.	Excursion.	
			1st Class.	2nd Class.
Brisbane to—	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Cairns	6 16 8	3 19 0	10 3 10	6 0 1
Innisfail	6 11 3	3 16 11	9 16 3	5 14 8
Ingham	6 3 0	3 12 2	9 4 5	5 8 10
Townsville	5 17 1	3 9 9	8 16 2	5 4 1
Bowen	5 6 5	3 5 1	7 19 8	4 17 0
Mackay	4 17 0	2 19 2	7 4 3	4 8 9
Rockhampton ..	3 9 9	2 2 3	5 4 1	3 3 11
Townsville to Cairns	1 19 7	1 5 1	2 19 2	1 17 10